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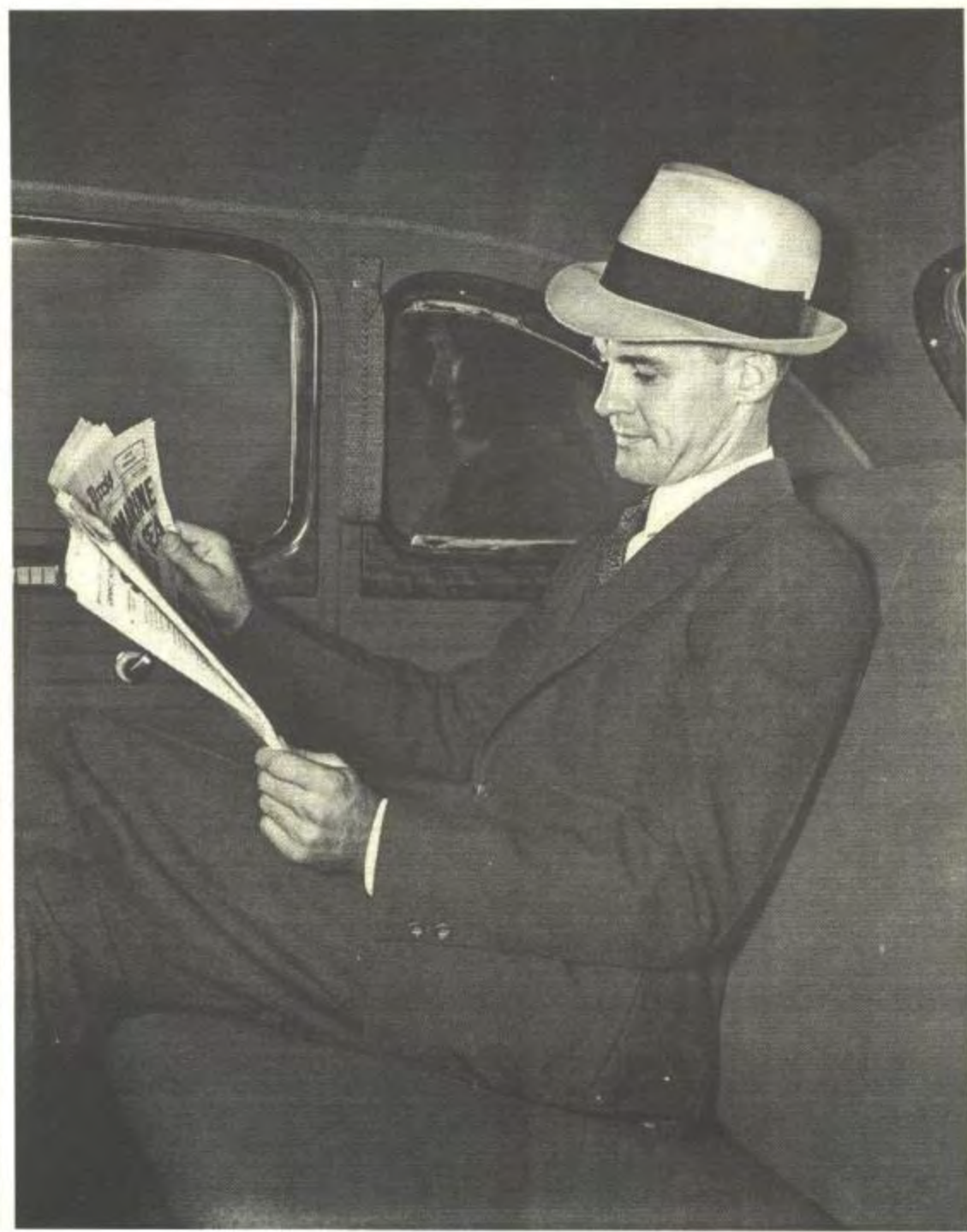
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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVI • NUMBER 3 • JANUARY / FEBRUARY 1998

BUICK
1937  1938

The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

This issue marks the 5th anniversary for me as Editor and Dug Waggoner as Art Director of the *Torque Tube*. Hopefully we can continue for a few more years and then pass it on to some of our members. Our paying membership is now 534, down from 558 last August 31st (the end of our 1996-1997 publishing year). So this year we'll probably set a new Club membership record. To me, this confirms the strength of our interest, worldwide, in '37 and '38 Buicks.

Member **Tom Francis** (#1144) in Oshkosh, WI and **Karl Bosk** (#1154) in Escanaba, MI are working together toward a common goal, restoring their convertible coupes. Karl has a 1937 Special and Tom a 1938 Century. They are helping each other with information and parts. Hopefully the Club will have two more open Buicks to admire in a few years.

Karl reports that his 37-46C is now in the body shop and will be painted Ottawa Blue Metallic Paint No. 507. He did all the mechanical restoration on the running gear. Information he gleaned from past *Torque Tubes* helped a lot. He also followed some of the suggested upgrades. They were: '49 Insert Rods ('49 Super w/Dynaflow engine), '49 Cam, Hydraulic Lifters-Push Rods-Rocker arms and shaft, '49 Dome Pistons, '49 Timing Chain Cover (better seal) '49 Harmonic balancer and '49 Oil filter.

Karl had hardened valve seat inserts added to his engine and while he was at it he also

changed the rear end axle ratio to 3.9.

New member **Jack Provan** (#1307) in Australia (first photo) recently purchased this 1938 Holden Century Sedan. It was formerly owned by Club member **Geoff Hilliard** (#698).

Geoff also has a '36 Century Sedan and wrote an article in the March/April 1997 *Torque Tube* on his trip to Great Britain with his 36-61 to help celebrate 100 years of British motoring. Geoff sold the car to make room in his garage for two Packards, a 1941 120 Coupe and 1930 Coupe. Both were imported from America and

converted to RHD. Jack also has a '41 Buick Business Coupe Model 44 (bottom photo) in which he and his wife have covered many thousands of miles on Club Rallies. The car was imported from the USA and converted to right hand drive. He says he enjoys the restoration work as much as the driving.



Welcome to the Club Jack.

And as we're talking about Australia, here is a copy of a 1938 poster used to publicize Australia's 150th anniversary. It shows an athlete hurtling

over the distinguished Sydney Harbor Bridge. The prominent bridge, opened in 1932, was Sydney's most famous landmark. Now it shares this distinction with the beautiful and graceful Sydney Opera House. Sydney will host the Olympics in 2000.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



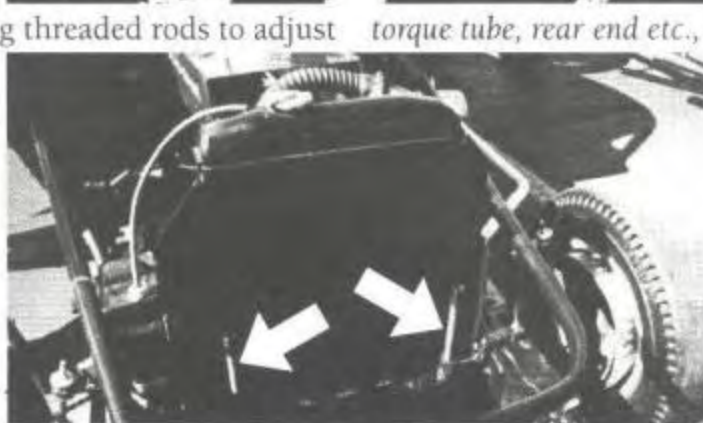
Al McMichael (#319) took these next two photos of a '37 Buick stock car at the Hershey, PA meet. The sleek racer is powered by a '49 Buick straight 8 with a Chevrolet 3 speed transmission and a Franklin quick change rear end. It won the July, 1970 feature race at Danbury Fair Race Arena in Connecticut.

Notice, in the next photo, the long threaded rods to adjust the front end suspension. Al says they were screwed down to push against the front springs.

The two photos, at the top of page 3 shows a black 1936 Century Sedan. The photos were e-mailed to me by Knut Ro in Oslo, Norway. The car belonged to Kunt's grandfather. With the help of **Lars Guilleksrud** (#1013), the car has been restored.

Another photo of the car in front of Knut's home. That's Knut's wife and children in the foreground. Notice the beautiful Norwegian log home.

When I visited a local auto paint company recently the owner told me he was working on a 1937 Special Sport Coupe that he is making



ing into a street rod. He has cut off the original Buick suspension (third photo on page 3). He was moving his shop the next day and had to get rid of a lot of iron (part of the frame, A arms, shocks, all the heavy stuff). I decided to pass on taking all this heavy iron home.

The photo, at the bottom of page 3, shows a maroon 1937 Special Convertible Coupe Model 46C. It was in the prestigious January Barrett Jackson Auction in Phoenix, AZ. Hopefully the new owner will join the Club.

But we do know who the owner of this black right hand drive 1938 Century Convertible Coupe Model 66C is. It's **Bill Whyte** (#968) in Scotland. (top of page 4) This is the only one left of the 14 imported into the U.K. The round disc is the car's original regis-

≡TORQUE TUBE≡

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tration, expiring 31 December, 1938. It was attached to the windshield (windscreen) so it could be viewed from outside the car.

The bolts holding down the head of Bill's car have badly chewed into the cast iron. (middle photo page 4) He says: "I would have thought they should have washers, but my parts book shows no washers!" (ED: I looked at three 1938 Centuries and all do have washers under the head bolts).

Bill reports that he is having his engine rebuilt for the third time. The first two attempts failed. This time the work has been done by a different company. A clearance of .004" has been made on the new aftermarket pistons, and only a small amount of metal has been removed from the head and block. The babbitted bearings have been retained on the connecting rods. The main bearings have been line bored which eliminates the shims. The timing cover with the rope seal has been retained, but the valve gear now has hydraulic tappets. It has to be done complete with camshaft, pushrods, rockers and even stronger valve springs. This is thanks to member **David Bylsma** (#117) in Severn, MD.

Bill also says that he had always assumed that '37-'38 Buicks did not have an oil filtering system, until he came across a Buick service bulletin, part of which



reads: "Crankcase protection for dusty territories 1937-38 all series. A suggested aid for further crankcase protection is to install an AC Kleeer Kleen oil filter, obtainable from AC wholesalers. Each filter package contains installation instructions."

This cute little blue convertible coupe, at the bottom of page 4, was photographed in Verdun, France. It is a Panhard and I believe is the same vintage as our Buicks. Does any member know the year of this car?

On page 5 look at the close-up of a '38 bumper badge enlarged from an original factory photo. Even though the photo is in black and white, you can see the "8" is very dark and stands out compared to the "BUICK" background and colored slash. I have seen several unrestored bumper badges that still have the black 8, but the red background and slash color were gone.

Paul Cusano (#52) has a NOS bumper badge with its original colors, black for the "8" and red for the "BUICK" background and slash.

Below the bumper badge photos we see a white, sidemounted 1938 Buick Limo! It was "constructed" a couple of years ago by a small restoration shop in B.C., Canada

The reincarnation used two '38's welded together with Chevrolet truck running gear.

It was built for the owner of a limo service. Thanks to long **Richard Parkes** (#169) in B.C., Canada for sharing this photo.



Next, **Howard DeRusha** (#689)

in Edmonds, WA is the owner of this beautiful blue '38 Century Coupe (*bottom of page 5*). Howard purchased a nice set of sidemount fenders and covers several years ago that he will one day install on his coupe.

The W. R. Stephens Co. Buick dealership in Minneapolis, MN got some free advertising by installing this plaque under the 1938 trunk medallion. (*top of page 6*) They are the same Buick dealership that ran the ad for a 1937-66C on page 18 of the last issue.

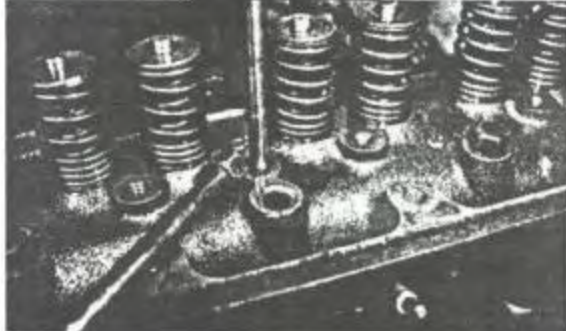
The '38-41 sedan, with the unusual dealership plaque, belongs to **Harland Eastwood** (#1153) in Ritzville, WA.

He recently bought this unrestored car from **Dave Tacheny** (#997) in Champlin, MN.

This is the first time I have seen a dealership advertising plaque like this. It was more common to install license plate frames with the dealer's name.

A few months ago, a car reported to be the world's most original '40 Lincoln Continental convertible coupe burned and was destroyed in its garage. The car was in the San Jose, CA area.

All the Continental owner's in this area used



this car as an example of how to restore their cars. But now it's gone. The moral of this story is: *Do you have a smoke detector installed in your garage?*

While reading the magazine of the Art Deco Society, I came across this interesting quote: "A 1936 Buick Century took 16 seconds to travel from rest to 60 mph (96 kmh). Flint engineers coaxed one to 95.6 mph (153 kmh) top speed at the General Motors testing grounds, eventually getting a 1938 Buick Century up to 103 mph (165 kmh)."

This sidemounted Samarra Beige '37 Century Convertible Sedan (*second photo on page 6*) was exceptional. A first class restoration. It's owned by **Jack Shepherd** (#138) in British Columbia, Canada.

The last photo is your editor and his maroon '38 Century Coupe. The car was painted 17 years ago and is now badly oxidized, especially on the surfaces facing the sun like the hood, roof and trunk.

The two photos were taken in Troutdale, OR during the '37-'38 Western Meet last September. Thanks to **Bill Shipman** (#617) for sharing these photos with us.

In trying to remedy the situation I have tried everything to improve it such as rubbing compound etc, to no avail. A member recommended a product called TR-3 Resin

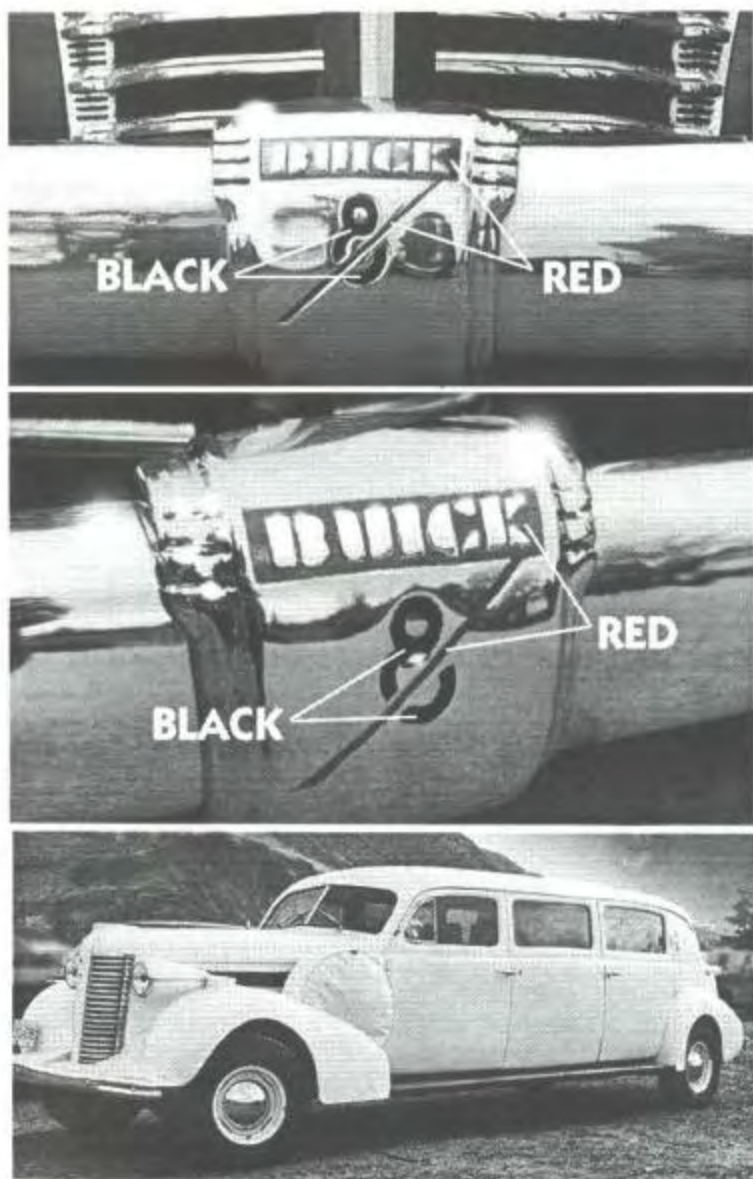
Glaze. It's a car cleaner and polish and designed to restore oxidized finishes. I have tried it on some of the worst area and it removes the oxidation and makes the paint look better than anything I have tried before.

New member **Charles Long** (#1320) in South Dakota owns a maroon '38 Business Coupe. He says it's identical to the Buick that his mother and father brought him home from the hospital. His father removed the wood panel separating the trunk and passenger compartments to convert it into a truck.

He used it in his work until 1949 when he bought a new 4-Door Special Sedan. Welcome to the Club Charles.

Bill Olson (#427) and **Archie Mitchell** (#946) are collaborating together to put on the Eastern 37/38 Meet in Ohio June 4-6 for 1998. Bill reports that so far 14 people in 7 cars have signed up as of January 1.

Jose Pardo (#558) from Columbia, South America, also plans to attend the Eastern 37/38 Meet. He is buying a 1937 Special



Coupe, with sidemounts from **Dave Tacheny** (#997), MN, and plans to drive the car to the Meet and then to Miami, FL for shipment back home to Columbia.

Friendship Day, one of the largest and most popular, local, car meets in Northern California, will be held Sunday May 17, 1998 at Foothill College in Los Altos Hill, CA. Buick will be one of four featured marks along with Cadillac, Studebaker and MoPar. If you need more information, call **Bob Hamro** (#775) in San Jose, CA at (408) 246-0239.

Speaking of 1937 and 1938, **Anthony Wright** (#1192) in New York City loaned me these two CD's featuring the music of Cab Calloway and Louis Armstrong. The recording were made in '37 and '38. So if you really want to get in the mood, listen to these CD's and then go for a drive in your Buick. Or better yet, install a CD player in your car and listen to this great 1930's American music as you drive along!

Harvey

Cover Cars

Our cover this time is a 1938 publicity photo showing a Century Sedan packed with six people. By the looks on their faces I wonder what they were all thinking...in 1938? Note the mahogany colored steering wheel. The back cover factory photo shows a well dressed gentleman in the back of a 1938 Special Sedan. Note the ivory plastic insert in the window molding (some refer to them as "Bones") just to the left of the newspaper. And it has a plain rear seat without the fold-down arm rest. Both these items were only on Specials. Under a magnifying glass we can see that this newspaper cost \$.03 cents. The headline also refers to the sinking of a submarine.

David's Century

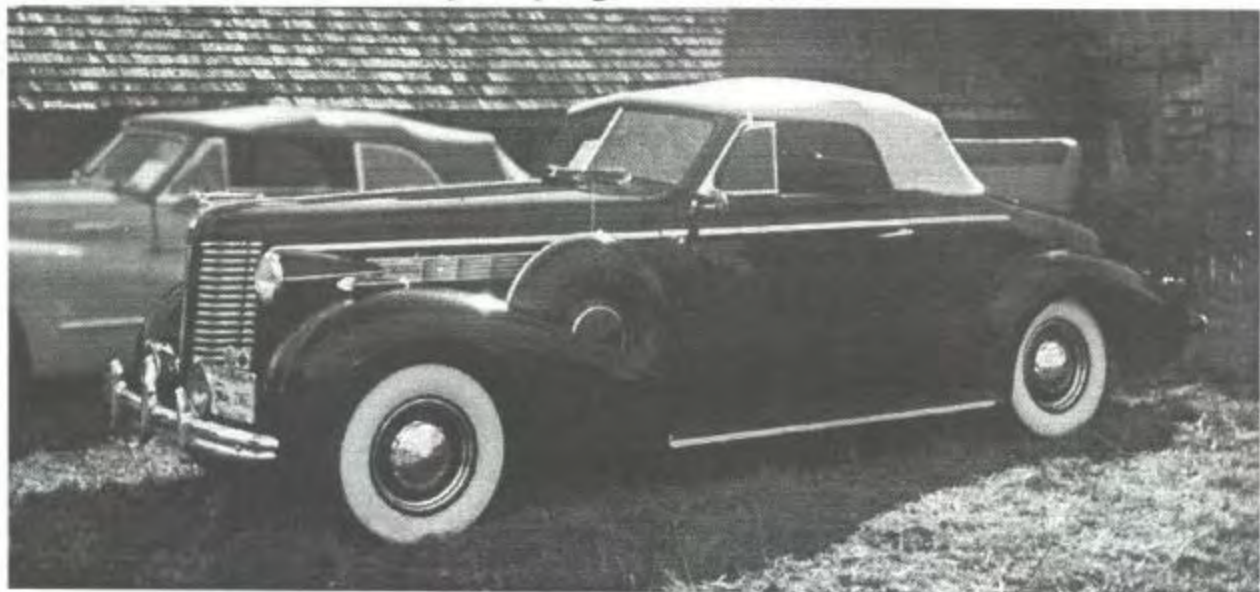
This is the 1938 Century Coupe that **David Schall** (#917) purchased a few years ago in Colorado. He then brought it back to his home in Kansas. The car was in pretty bad shape, but David has stuck with it and hopes to have it done soon. His next project is to paint and install the bumper badge and grille emblem. The first photo shows David (with baseball cap), his son and father-in-law. He has a problem with the transmission. So if any member has a good '38 Big Series transmission for sale, please contact:

David Schall
(913) 341-2944.



1938 Century Convertible

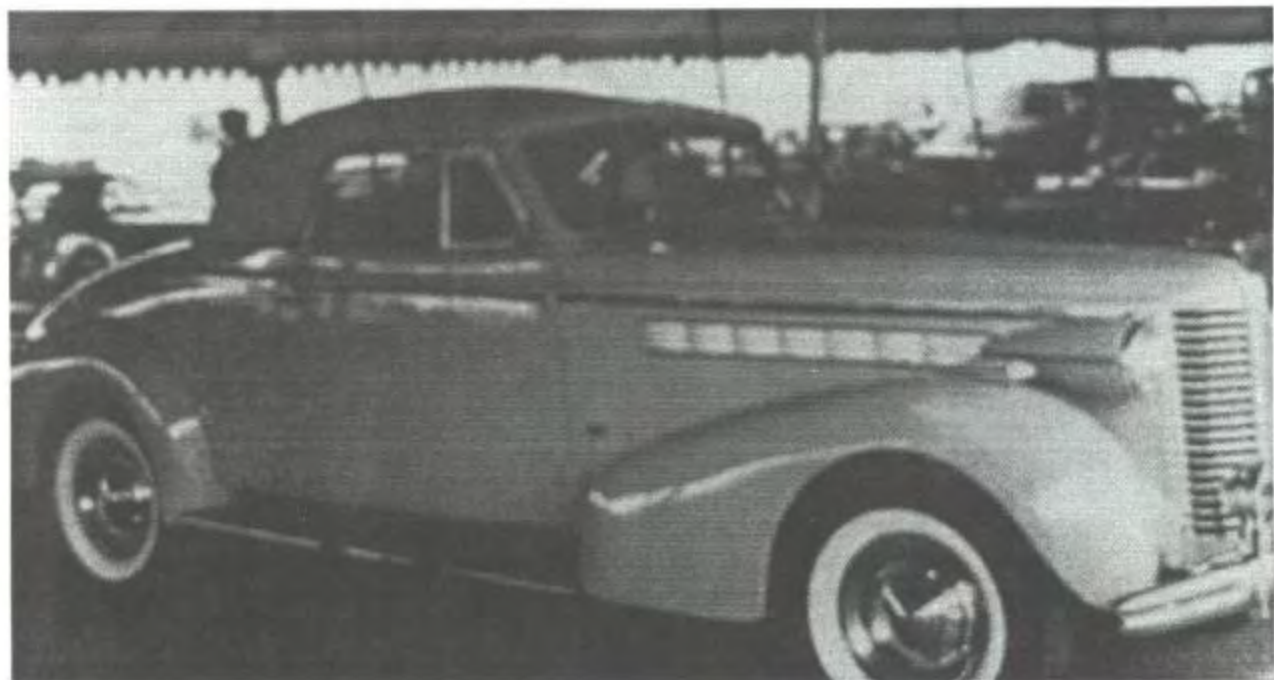
By Harry Logan-Los Altos, CA.



This black '38 Century 66C belongs to Joe Mitchell in British Columbia, Canada. It has the accessory "shark's tooth" grille guard on the front bumper instead of the more common BUICK 8 badge. Both side-mount covers are missing the BUICK emblem. It has the correct rear window. Thanks to **Jack Shepherd** (#138) for sharing these photos.



Coupes Model 66C



Butch Leonard (#1257) took these photos of a beige 38-66C at an auction a few years ago. The car appears to have California plates and the correct rear window.



'37-'38 Buicks *Seen at* HERESHEY

By Bill Shipman (#617)-Seattle, WA



The Hershey meet was, as always, great fun. And this year the weather cooperated. Among the '37-'38 Buicks, I thought **Jack Frank's** (#739) '37 Special Convertible Sedan was outstanding. He surely deserves a prize on anybody's criteria. He has a photo of the car when he first acquired it.....a true basket case. But he has turned it into a really beautiful automobile. And I say that not just because I'm partial to dark green.



But others were handsome too. I've seen Charles Johnson's gray-green '38 Special Business Coupe several times at Hershey, and it's still very attractive.



Ron Vellekoop's (#926) black '37 Century was outstanding in its own way. Ron had it for sale, but he heard so many people praise Century coupes that the experience caused him to appreciate his car more than ever.



Another nice, solid car was **Howe Vaillancourt's** (#440) black '37 Special 2-Door Sedan. It was restored 10 years ago. It's for sale and was advertised in the last *Torque Tube*.



This red '38 Roadmaster Convertible Sedan Model 80C was for sale. The owner was asking \$40,000, but lowered his price. I don't know if it sold.



Another red '38 Convertible Sedan for sale. This one is a Special with sidemounts and a sealed beam headlight conversion. It appeared to be in somewhat better condition than the 38-80C. The asking price was \$30,000.

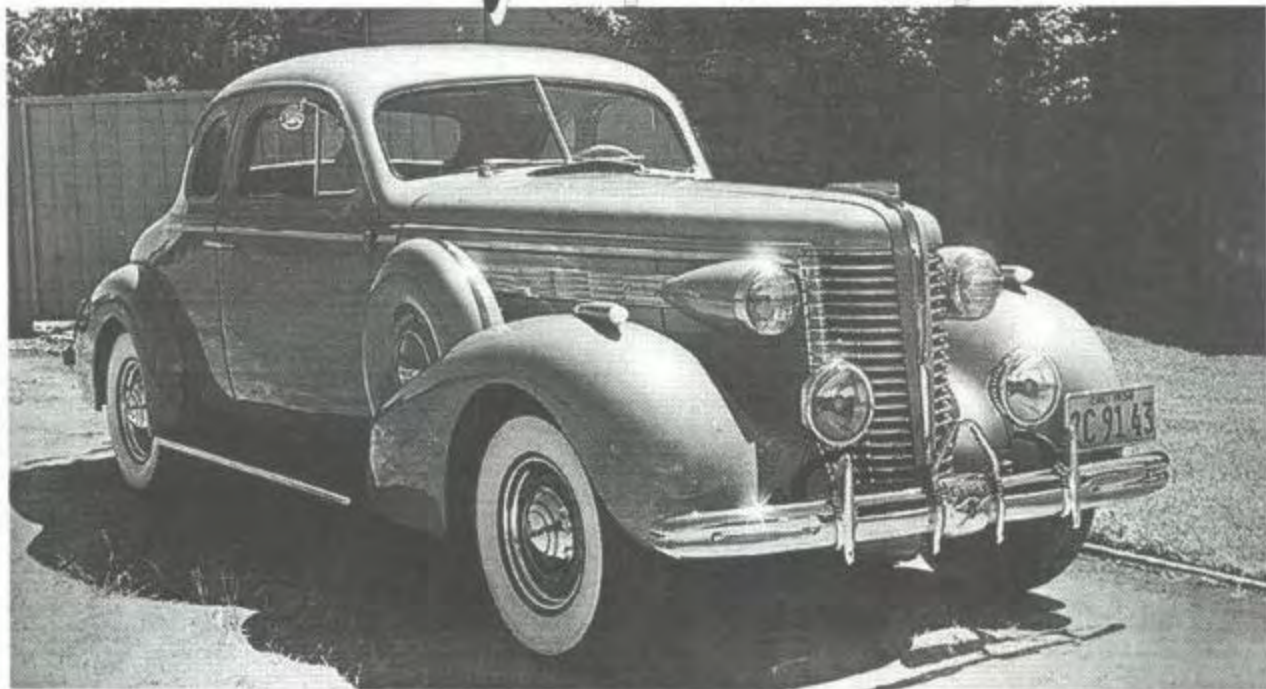


Another outstanding car was this sidemounted '38 Special Convertible Coupe owned by **Richard Riley** (#1001).

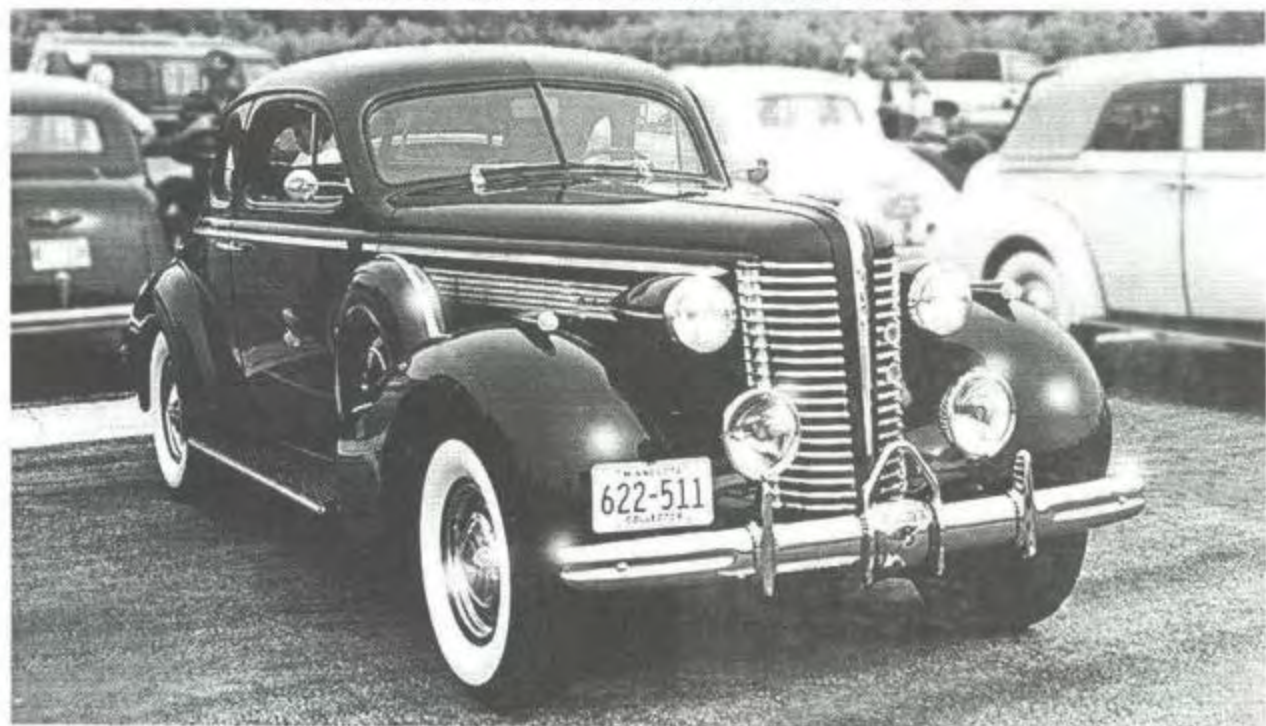


1938 Century Sport Coupe 668

By Harry Logan Los Altos, CA.



Owner, **Tom Martindale** (#1198) of Santa Cruz, CA.



Owner, **Virgil Siewert** (#1131) of Red Wing, MN.



This Century coupe belongs to new member **Tom Martindale** (#1198) of Santa Cruz, CA. His car is painted a Spring '38 color that is not shown on most paint chips. It is number 525, Cezanne Beige. Some paint chips call it Santa Anita Beige. It looks beautiful on this coupe which was restored by **Howard Vaillancourt** (#440) in Gilford, CT. Tom saw the car at Hershey in 1996 but it was purchased by another collector just as Tom and his wife decided they wanted to buy it. Tom left his card with the new owner in case he wanted to sell it. Well, this story has a happy ending because the owner recently sold it to Tom.

This black beauty belongs to **Virgil Siewert** (#1131) of Red Wing, MN. Virgil bought the car in the 1960's and has done an excellent job on this show winning restoration.

These coupes have identical accessories, the Buick grille guard and Trippe Driving Lights. Both even have an oval AACA badge attached to the grille. The only difference is the placement of the license plate. Most of the period photos I've seen show the license plate on the left or drivers side of the car. These are two beautifully restored show cars, among the best '38 Buicks I've seen and a great asset to our membership.



MEET MASTERS BILL OLSON AND ARCHIE MITCHELL PRESENT:

Eastern Club Meet & Tour

Coshocton, Ohio June 4-6, 1998

The Eastern 37-38 Buick Meet and Tour will begin Thursday evening, June 4, 1998 and conclude with a first-rate three-entree buffet dinner Saturday evening June 6, at historic Roscoe village in Coshocton, Ohio. (Coshocton is about 65 miles northeast of Columbus.) We will stay at the three-star Roscoe Village Inn, where we will have our own "social room" and which has excellent food, a cozy "tavern" and fully-modern facilities including elevator to all floors. (Saturday night dinner will be held in one of the Inn's banquet rooms.)

Roscoe Village replicates an Ohio "canal town" of the 1830's on the Ohio-Erie Canal, which once ran all the way from Cleveland to the Ohio River at Portsmouth; you'll find gardens, old-time shops, antiques, exhibits, an interesting museum, the rustic Old Warehouse restaurant, and a one-mile ride on a restored horse-drawn canal boat.

On Friday, we will also ride the steam-powered Ohio Central Railroad, lunch at Beachy's Country Chalet in Sugarcreek, which features Swiss and Dutch Mennonite specialties, and visit some of the interesting attractions in the peaceful and beautiful Ohio "Amish Country." (This part of Ohio contains one of the largest concentrations of Amish and Mennonite regions in the US)

A block of 20 rooms has been set aside for us at the **Roscoe Village Inn. These rooms will be held until April 3, 1998; no later;** on the following day all Club rooms will be released. Please make your reservations early to avoid disappointment. Room rates are \$74 Thursday night, \$85 Friday and Saturday nights. **Please mention the 1937-1938 Buick Club when calling;** make your own reservations. Phone **1-800-237-7397.**

In order to nail down the best food and accommodations for us, a significant up-front financial commitment has already been made. Therefore, unlike some past events, this time you are asked to pay in advance for the dinner and a share of the rent for the social room. (Sorry, the rent does **not** include free beer.) Even with all of that, however, we believe the registration fee is reasonable enough: **\$20 per person**, which includes the above plus photos of your car at two or more memorable locations. (Note: If for any reason you cannot attend the Saturday night dinner, the fee is \$5.00 per person; however, I urge attendance, as the food will be good and there will likely be some surprises during or after the meal.)

Directions, information, and a final schedule of events will be sent to all registrants in May. Modern cars are welcome.

Please fill out the form below and return with your check to Bill Olson

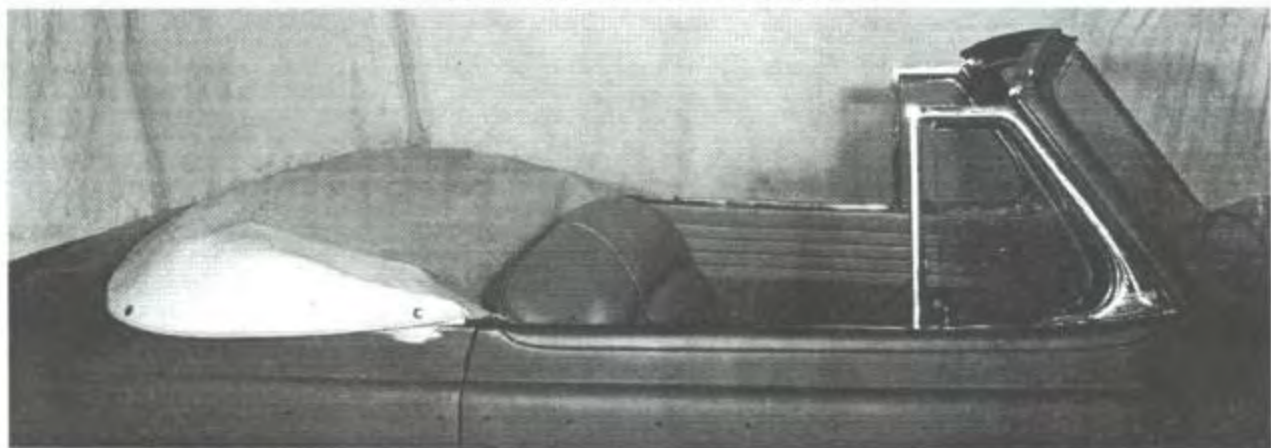
Name(s) _____
Address _____
Car _____
Number in Party _____
Amount enclosed: (\$20 per person with dinner).....\$ _____
(\$5 per person without dinner).....\$ _____
Expected date of arrival _____
Please make checks payable to:

William E. Olson
842 Mission Hills Lane
Columbus, OH 43235-1264
Phone (614) 436-7579 if you have a question.

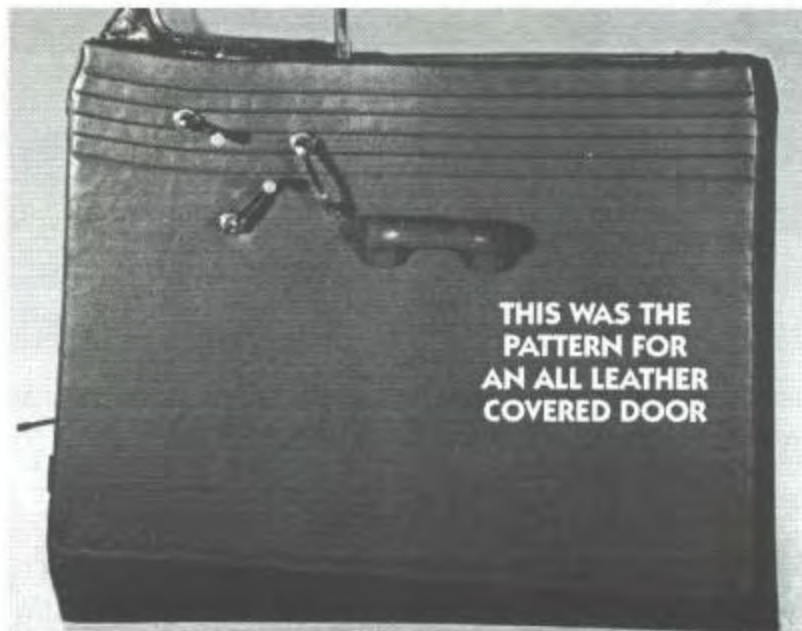


1938 Convertible Coupe & Sedan **FACTORY PHOTOS**

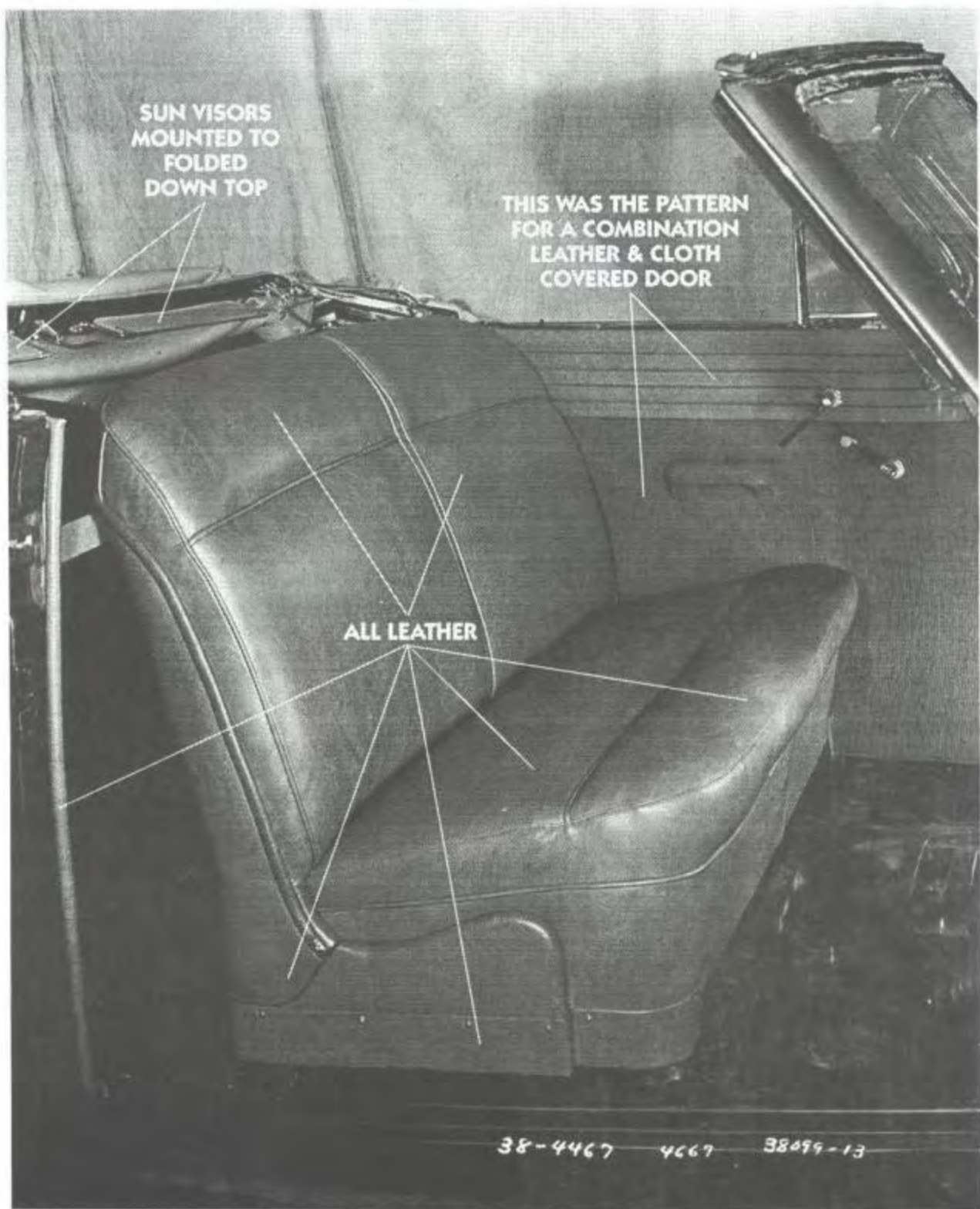
By Harry Logan (#651)-Los Altos, CA



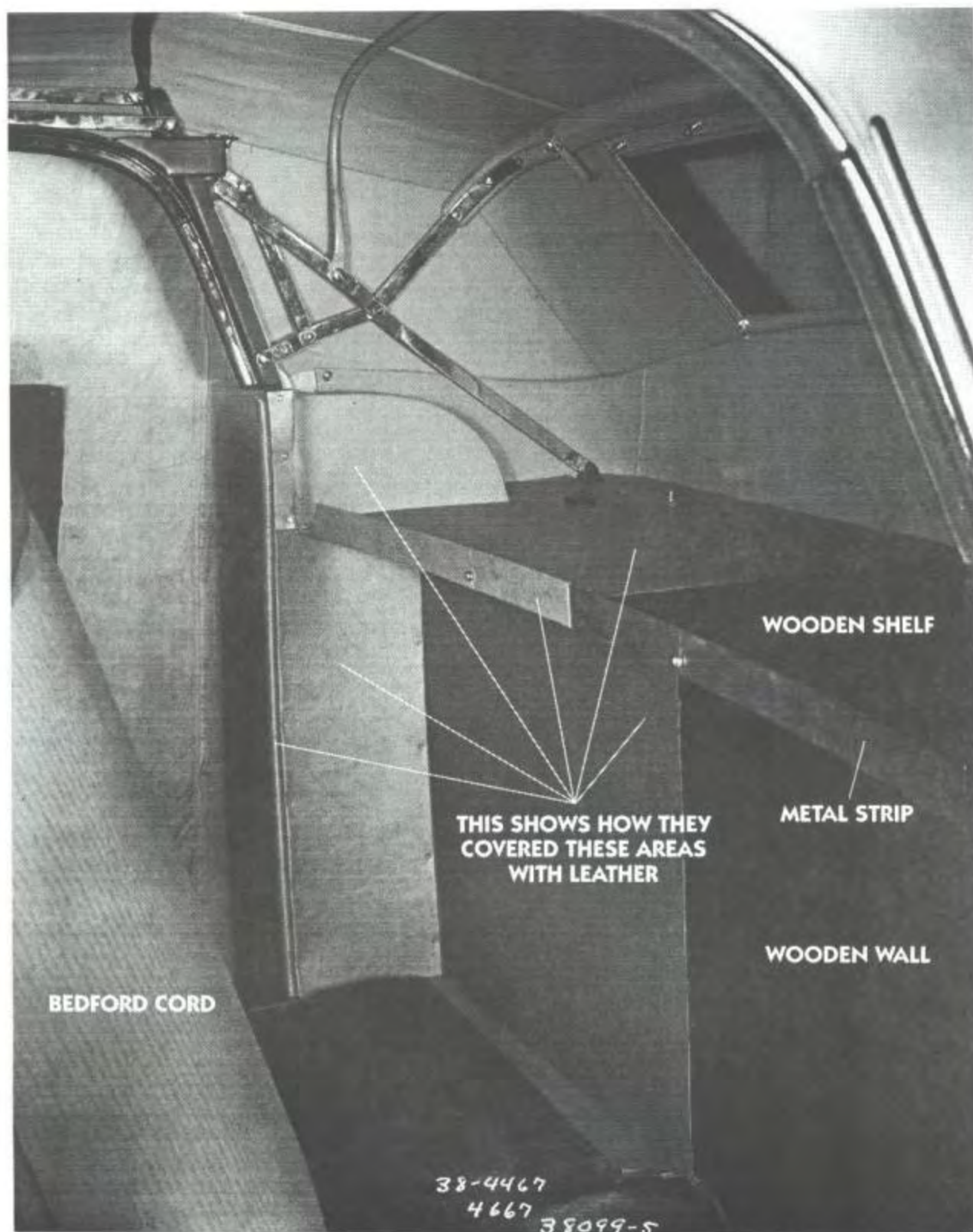
This photo of the body of a Special or Century Convertible Coupe gives a good view of the boot that covers the folded-down top. Specials and Centuries shared the same body.



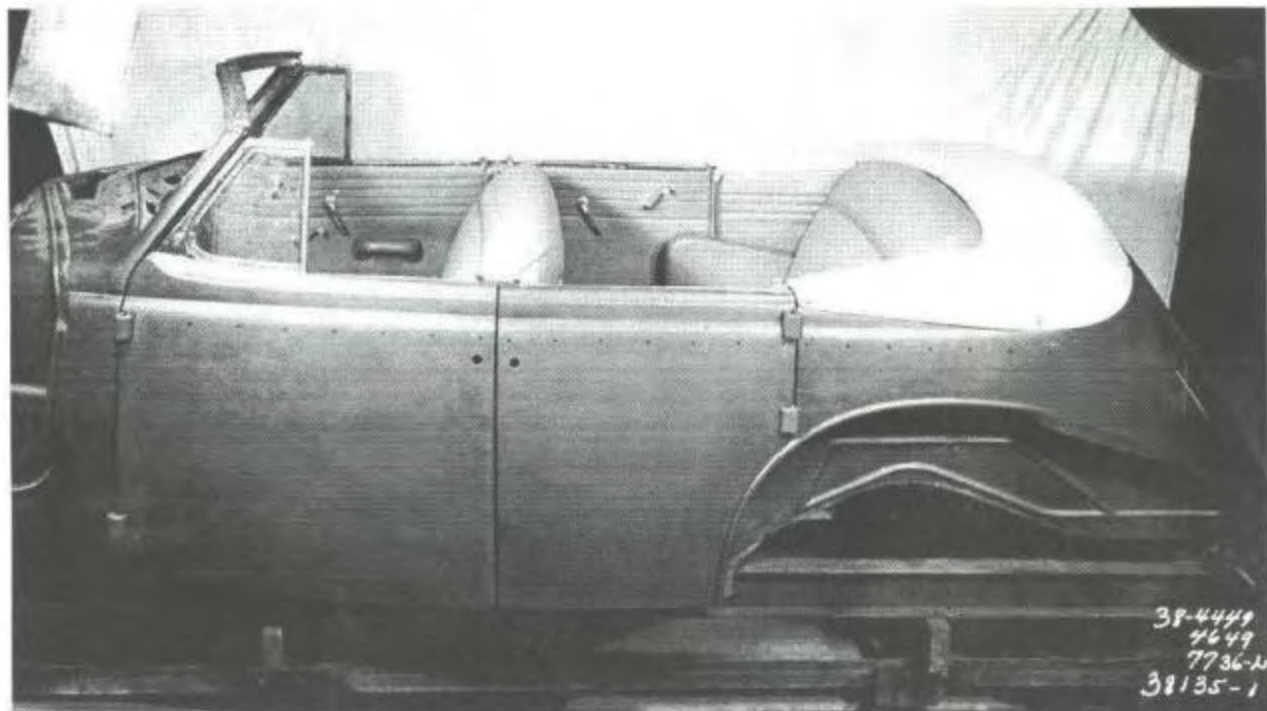
View of an all leather covered door for a convertible coupe. On cloth covered doors there are six "vertical" ribs in the center of five "horizontal" stitch lines. This is on all the original '38 non-leather upholstery patterns that I have seen. Apparently it was a Buick decision that on leather the vertical ribs would be omitted. There is a chrome trim screw in the bottom corners of the door.



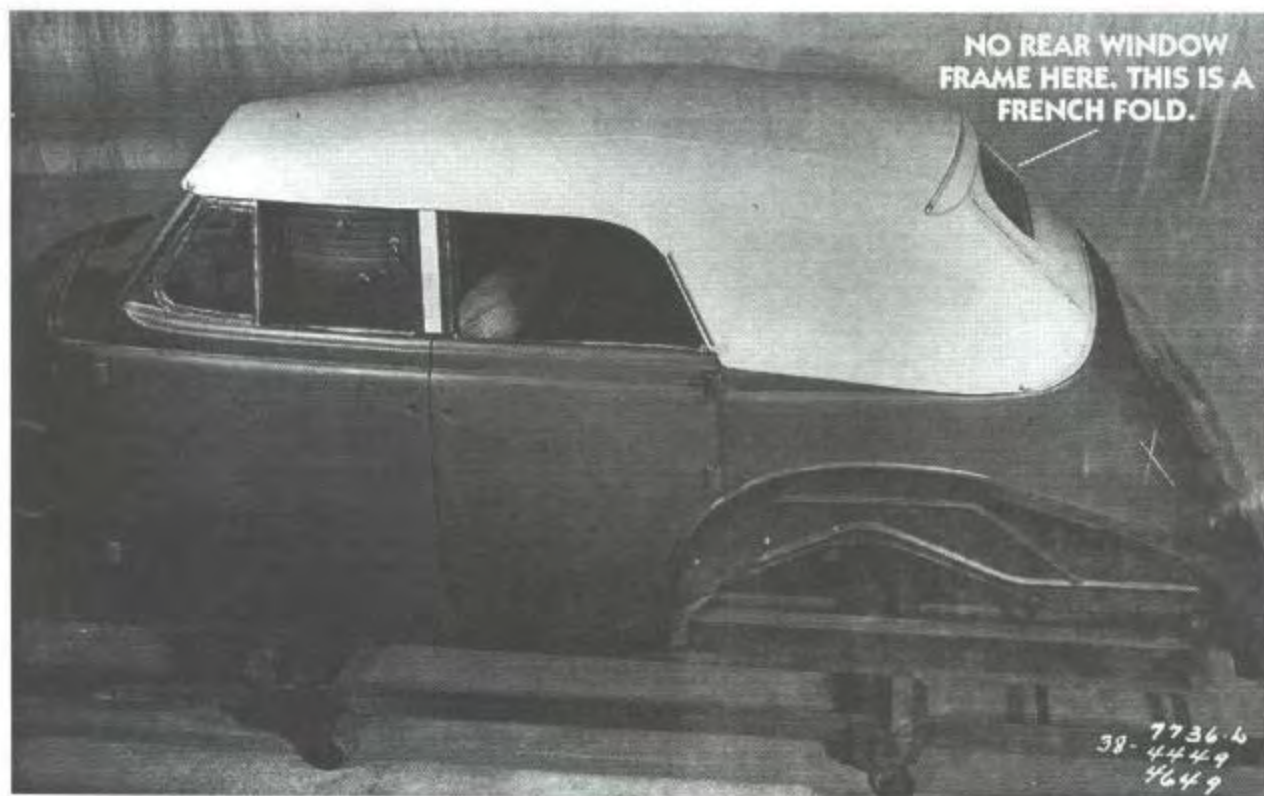
1938 open cars usually came with leather upholstery. The six leather color choices were black, tan grey, green, blue and red. You could also order the car with either Bedford Cord or Broadcloth in combination with one of the six leather colors. Those combination would include the door panels as well as the seats (as in the photo seen on page 19). This photo shows the top of the door with the horizontal stripes is leather while the rest of the door panel and arm rest appear to be Bedford Cord. You can also see the convertible sun visors mounted on the folded down top.



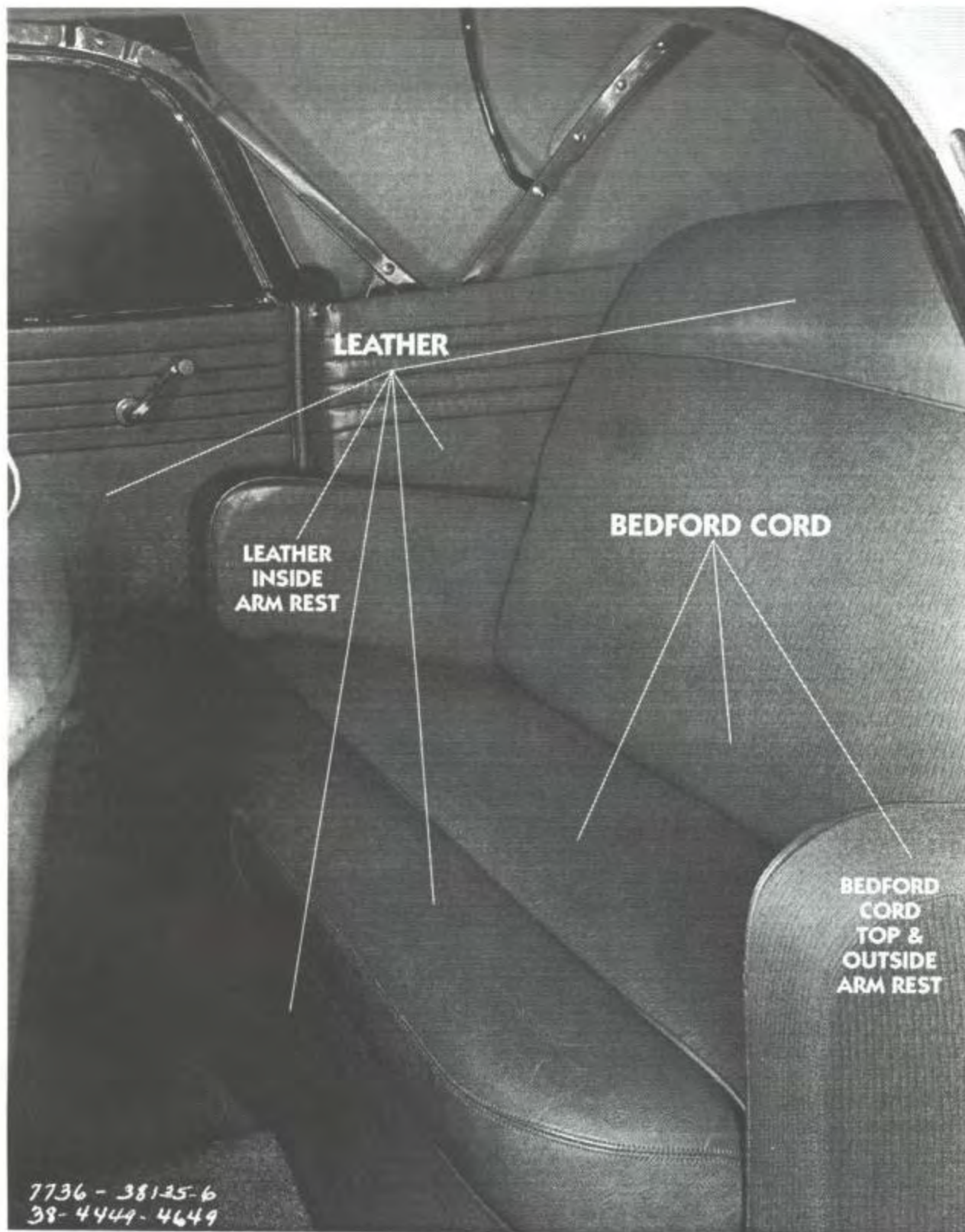
A view of the top bows and upholstery of a '38 Special or Century convertible coupe. The rear window has been unzipped and folded outside the car, so we unfortunately cannot see what it looked like. The back of the folding seat is covered with Bedford Cord, further indication of the leather/cloth combination. In this photo illustration, Buick left the back wall, luggage shelf and metal strip partially covered to show which areas were covered with the leather.



This shows the body of a Special or Century convertible sedan with the top boot in place. The dashboard and cowl vent have not yet been installed.



Same car only with top up. Note the rear window does not have a metal frame around it. This is often referred to as a "French fold." While the Special and Century shared the same body, the tops fabric trim strip above the front and rear windows indicates the car is a Special. Centuries would have had a chrome trim strip. **Dave Lewis** (#237) is restoring a '38-40C. It's rear window and trim are identical to this one.



Rear seat of a '38 Special Convertible Sedan. The Century convertible sedan would have a center fold down arm rest and ash trays in both arm rests. The upholstery is a combination of leather and Bedford Cord. The firewall data plate would have a trim number from 479 (grey Bedford Cord with black leather), through the six leather combinations, to 484 (tan Bedford Cord with red leather).



Technical TIPS

HELP! HELP!

By Joe Dertinger (#1264)-Lake Forrst, CA

In 1993 I purchased this 1938 Buick Special Sedan Model 41. The previous owner removed the body to restore the chassis, then he re-mounted the body. When I got the Buick in my garage, I removed the fenders, doors, trunk lid, hood and nose. I also removed and rebuilt the engine. I've since replaced the engine and put the Buick back together.

Now the problem.

I can not, no matter how hard I try, get the nose section, hood and side panels aligned.

I have not found any literature or sound advice to correct this problem. I've checked the

body mounts. They appear to be new.

From the measurements I've taken, the body appears to be out of kilter by 3/8" from front to rear on the passenger side. The hood and side panel seams on the right side are 3/8" wide while the same seams on the left side are tight.

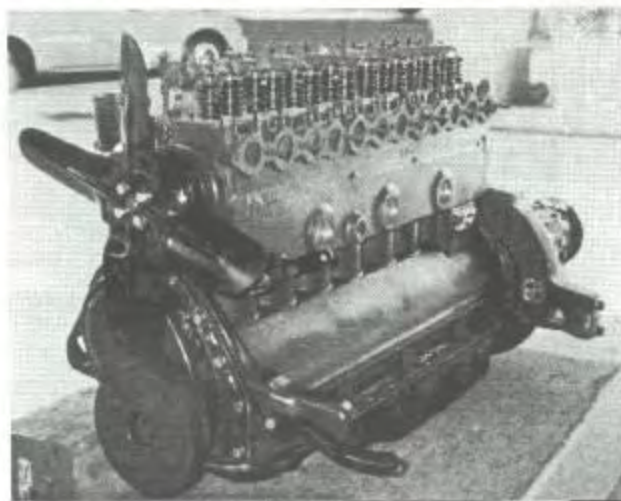
Hopefully I've described the problem

clearly. I sure would appreciate any advice. Thanks in advance.

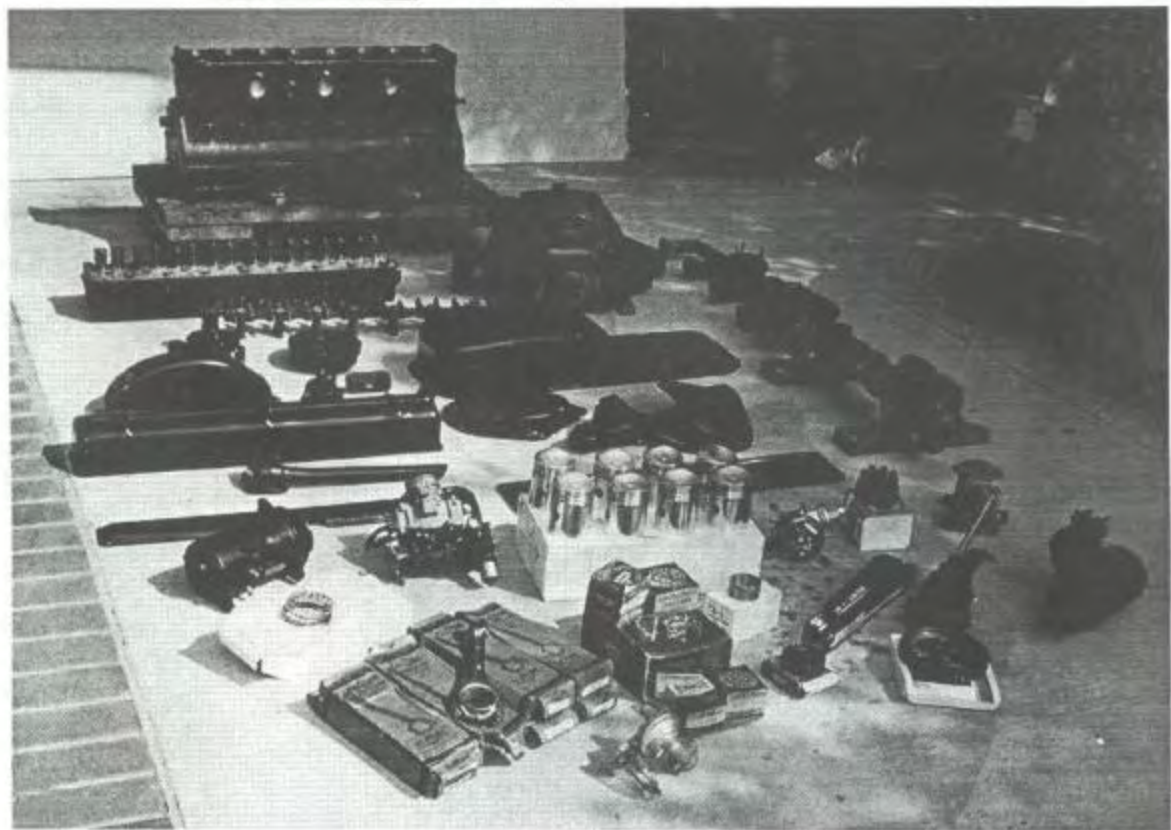
Joe Dertinger (#1264),
21322 Mc Intosh Lane
Lake Forrst, CA 92630
Phone: (714) 859-1439



When I got the Buick in my garage, I removed the fenders, doors, trunk lid, hood and nose.



I also removed and rebuilt the engine. And below shows what the car looked like with everything removed. I had it repainted black with red wheels.



Here are some of the parts I used in the engine rebuild.



Technical TIPS

By Harry Logan (#651) - Los Altos, CA

BUICK STEERING WHEEL PLASTIC



Most 1938 Big Series cars now have ivory steering wheels. But originally they were mahogany colored like the original wheel in this photo. This one has four cracks in the plastic, but is the nicest original dark wheel I have seen. Every original '37 or '38 steering wheel I have seen has cracks.

The steering wheel, and probably the other interior plastic in our Buicks, was made of a product called TENITE (Tennessee Eastman Corporation). It was a subsidiary of the Eastman Kodak Company and located in Kingsport, Tennessee.

State of the art automotive plastics and other products used for everyday life, especially those exposed to the sun, have not stood the test of time. I don't think the engineers at the time ever thought about developing a plastic that would last for a long time, especially over fifty years.

Notice the dark 1939 Buick steering wheel in the lower right hand corner of this ad (arrow). Thanks to **Andy Diem** (#852) in Washington, D.C. for sharing this interesting ad.

Millions steer with TENITE

TENITE STEERING WHEELS are now in the hands of millions of automobile drivers. These plastic wheels—molded over a metal core—have the horn-like toughness and beauty of Tenite combined with the rigidity of metal.

Lustrous color—warmth to the touch—a smooth dirt-resistant surface—and a total absence of excitation that soils hands or gloves—these are the qualities of Tenite which have made it the most widely used plastic for car interior appointments.

In scores of industries, large and small, products are now being molded of Tenite more economically than they could be cast or machined of any other comparable material. High-speed production, reduced finishing operations, added beauty and serviceability are advantages of Tenite which contribute to profitable sales.

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Tenite is a tough, practically unbreakable plastic made of Eastman cellulose esters in an unlimited range of transparent and opaque colors. Leading business men will tell you more about its advantages—or write us direct for a 32-page book on Tenite and its uses. Tenite is Eastman Corporation (Subsidiary of the Eastman Kodak Company), Kingsport, Tennessee.

TENITE AN EASTMAN
PLASTIC

RADIATOR FANS

Technical TIPS

By Gary Glazier (#1005) - La Crescenta, CA

In attempting to solve the cooling problem on my '38 Century, I accumulated several radiator fans. All were about 18 inches (46 cm) in diameter with hubs compatible with Buick water pumps. Test results in an improvised wind tunnel with the fans turning at 575 rpm were as follows:



Me and my '38 Century Convertible Coupe.

	Blades	Relative Blade Area	Wind Output
1938 Buick Century	4	1.0	1.0
1938 Cadillac 75	6	1.6	—
1950 Buick Roadmaster	5	1.5	2.5
1966 Cadillac	7	1.7	0.5
Hot rod (Flexolite fan)	6	0.6	1.0

The Cadillac fans were a surprising disappointment (the output of the '38 was too low to measure). The 5-blade Buick fan (right in bottom photo) which was probably used in the late '40's to mid '50's, was the clear winner. It moved more than twice the air at idle speed. After installation, the cooling problem at low speed/idle is much better, but not completely

gone. It is hard to believe that the stock 4-blade fan could ever have adequately cooled a big series engine.

INSTALLATION TIPS

The 5-blade Buick fan is slightly thicker than the original. It clears both radiator hoses and the fan belt, but I moved the radiator forward for extra clearance. The radiator can be mounted in front of the upright brackets rather than behind, and the change is not noticeable. Be sure to check that all wiring harnesses are well clear of the slightly larger fan.





Technical TIPS

1938 GRILLE FASTENERS

By Harry Logan (#651) - Los Altos, CA

The '38 grille consists of two halves (left & right) plus two matching chrome bars that attach to the front of the hood. If you were not aware of it there are 19 grill bars on each side for a total of 38 (i.e. 1938). When you purchase a grille, realize that you will probably **not** get the two uppermost bars.

Four studs hold the rear of each grille half to the hood side panels. If any studs are missing, a 1/4-20 set screw makes a good replacement (left in photo). It accepts a 1/8" Allen wrench which makes it easy



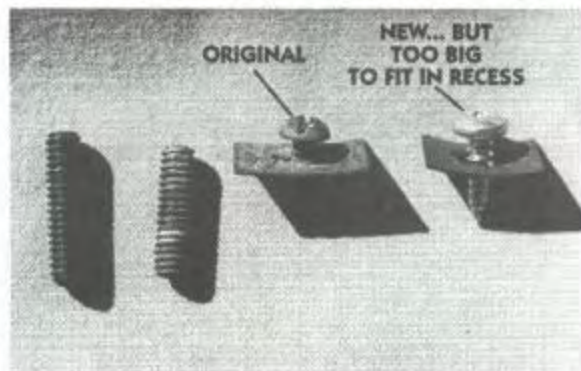
TO GIVE THE ILLUSION OF CONTINUITY THE TOP TWO GRILL BARS SHOULD MATCH THE REST OF THE GRILL BELOW BUT ARE ACTUALLY ATTACHED TO THE BOTTOM OF THE HOOD.

original rusty mounting screws attached. They are #10 x 5/8" pan head tapping screws with a #10 flat speed nut holding it in place. Also, I recently looked at an original, unrestored '38 Century and its grille was also attached this way. In the bottom left photo you can see that the #10 tapping screw's head fits nicely in the recess in the grille.

Some '38 grilles I've seen use screws with heads too big to fit in the recess. To my eye, it looks better to have the screw head recessed the way Buick intended.



NEW SET
REPLACEMENT
SCREW



ORIGINAL

NEW... BUT
TOO BIG
TO FIT IN RECESS



to tighten it snugly into grille so it won't come out when the nut holding the grille is unscrewed. A little Lock-tite would also help.

The grille is attached at the front (nose) with four screws. I have a spare grille with the



The chrome bar attached to the front of the hood is held in place by 1/4-20 x 3/4" flat head machine screw with a flat speed nut holding it in place. This is the piece you usually **do not** get when you buy a used grille. (bottom right)

STAINLESS STEEL THERMOSTAT



By Lauren Matley (#47) - Vancouver, WA

I installed this Stant Superstat all stainless 180 degree thermostat No. 45358 in my '37 Special. It fits Buicks up to 1953. Since it is all stainless, it will never stick.

I bought this one for \$5.99 at a local parts store and it was in stock.

Stant.
SUPERSTAT™
Heavy Duty Thermostat

45358 180° F

WELCOME NEW Members

George Donohue (#1318)
383 Sixth Ave.
Brooklyn, NY 11215

Earl Welch (#1319)
2182 Spanish Bay Ct.
Merced, CA 95340

Charles Long (#1320)
90 Sunset Drive
Dakota Dunes, SD 57049
38-46

Cary Yamamoto (#1321)
695 Starlight Circle
Reno, NV 89509

Harold Cohen (#1322)
3961 S. Hudson Way
Englewood, CO 80110

Norman Gross (#1323)
717 Maple Ave.
Conneaut, Ohio 44030
37-46S

Wallace Walmsley (#1324)
4732 Bancroft St. #7
San Diego, CA 92116

David Bovy (#1325)
7030 56th Avenue N.E.
Seattle, WA 98115
38-46

Mike Scott (#1326)
9908 Drury Lane
Westchester, IL 60154
38-46

Frank Mauro (#1327)
1370 74th Street
Brooklyn, NY 11228
37-40C

David Merritt (#935)*
250 East CR 700 South
Lebanon, Indiana 46052

*Former member rejoining

Parts FOR SALE

• 1937 SPECIAL 40 SERIES

Piston Rings (American Hammered) Std.....	\$45.
Piston Rings (Perfect Circle)	
Standard set missing one ring.....	\$30.
Set .020.....	\$45.
Old stock rebuilt AA-1 Carburetor.....	\$100.
40 Series frame, good condition. You pick up.....	\$75.
1938 40 Series Air cleaner (no element).....	\$25.
1938 40-60 Series set running board brackets.....	\$40.
1937-1938 40-60 Series lower outer suspension pins, pair.....	\$30.
1937-1938 40-60 Series NOS 3.9 Ring and Pinion.....	\$500.

All plus shipping

Karl Bosk (#1154)
2211 So. 25 Ave.
Escanaba, MI 49829
Phone: (906) 786-2827

• 1937 & 1938 PARTS

- Large convertible rear window frame. (Measures 9" x 30") It's similar to the rear frame of the 1937 convertible sedan as pictured on page 8 of the Sept/Oct Torque Tube.
Needs plating.....\$150.
- 37/38 Driver's side convertible pot metal vent window frame holder.
Needs plating.....\$125.
- 37/38 convertible vent window frame. I had these metal formed, then found one.
Needs to be plated, all holes for mounting have been drilled.....\$150.

All prices plus shipping

Tom Francis Sr. (#1144)
6415 E. Decorah Avenue
Oshkosh, WI 54901-7612
(414) 688-2339

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THE FOLLOWING BACK ISSUES ARE AVAILABLE FOR \$4.00 EACH POSTPAID.

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- 1994-1995 Volume XIII - Numbers 1 through 6
- 1995-1996 Volume XIV - Numbers 2 through 6
- 1996-1997 Volume XV - Numbers 3 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

(continued from page 26)

• **1937 & 1938 PARTS**

Parting 1937 & 1938 Buicks. The following is just a portion of the parts available. Call with your needs.

• **1937**

Headlight adjusting buckets and reflectors, excellent.....	\$100. pair
Master and DeLuxe heaters.....	\$75. each
AA-1 Carb for SPECIAL, complete.....	\$150.
Rear Fenders, 40-60 Series, excellent.....	\$150. each
SPECIAL grille shell, mint condition.....	\$125.
SPECIAL front fenders, non-welled, excellent.....	\$150. each
NOS SPECIAL steering knuckles.....	\$25. each
CENTURY sidemount fenders with mounting hardware. Left needs repair.....	\$400.
ROADMASTER rims.....	\$50. each
ROADMASTER axles.....	\$100. pair
ROADMASTER front suspension.....	call with needs
Coupe & 2 Dr. Sedan side stainless, complete sets.....	\$75.
CENTURY brake & clutch pedal assembly.....	\$35.
Buick 8 clock hole filler.....	\$20.
Bumper guards.....	\$20.
CENTURY radiator.....	\$75.
SPECIAL radiator.....	\$75.
Rear springs 40 & 60, good condition.....	\$100. pair
Radio delete plates.....	\$15.
SMALL & LARGE SERIES throttle linkage.....	\$25.
BIG SERIES rocker assemblies.....	\$50.
Fender lights.....	\$65. pair
Trunk lights, complete.....	\$50.
Tail lights with lenses, all series.....	\$50. pair
Wiper transmissions.....	\$50. pair
SPECIAL manifold.....	\$75.
Throttle cable.....	\$20.
SPECIAL transmission.....	\$100.
SPECIAL splash pans.....	\$40. pair
CENTURY hood.....	\$200.
Headlight switch.....	\$20.
Radio grilles.....	\$15.
Wiper motors.....	\$15.
Trunk hold-up arms.....	\$20.
Sun visors.....	\$15.
Bumpers.....	\$30. each
Bumper arms.....	\$15. each
Steering wheel.....	\$50.
40 & 60 running board brackets.....	\$50. set

• **1938**

Headlight adjusting buckets and reflectors.....	\$100. pair
Master and DeLuxe Heaters.....	\$75. each
SPECIAL fuel pumps, rebuilt.....	\$40.
SPECIAL fuel pump cores with rebuild kits.....	\$25.
Trunk emblem.....	\$35.
40 & 60 sedan trunk lid, no rust.....	\$75.
Breather tubes.....	\$10. each
Trunk hold-up arms.....	\$20.
734Z starter with solenoid.....	\$50.
Horn button.....	\$10.

(continued from page 27)

SPECIAL hood lettering.....	\$20. pair
Defroster ducts.....	\$15. pair
Wiper transmissions.....	\$50. pair
Rear license plate stand, bracket & light for sedan.....	\$45.
Bumper guards.....	\$20.
Tail lights, complete.....	\$75. pair
Assist straps with screws.....	\$10. each
Throttle cable.....	\$20.
SPECIAL radiator.....	\$75.
Battery tray.....	\$20.
Generator.....	\$50.
SPECIAL manifold, complete.....	\$75.
SPECIAL hood sides & tops.....	\$25. each
Gas tank door.....	\$10.
Sedan trunk weather strip, new rubber.....	\$25.
Grille, no cracks, minor pitting.....	\$200.
Fender lights.....	\$100. pair
Hood ornament, minor pitting.....	\$35.
CENTURY hood sides and tops.....	\$50. each

• **1937 & 1938**

SPECIAL rims.....	\$40. each
Coupe Opera seats, complete, excellent.....	\$400. pair
Horn rings.....	\$75.
Headlight buckets.....	\$20. each
40-60 Series trunk hinges.....	\$75. pair
Large Series air cleaner.....	\$75.
40-60 kingpin sets.....	\$30.
Starter drives.....	\$20.
LARGE SERIES fan belts, new.....	\$15.
Map light switches.....	\$15.
SMALL SERIES spark plug covers.....	\$40.
SPECIAL air cleaner.....	\$50.
Rear fender splash aprons.....	\$15. each
BIG SERIES manifold ends.....	\$50.
16" beauty rings.....	\$10. each
2 Door rear ash trays.....	\$20. pair
Headlight bezels.....	\$20. each
Trunk hinges.....	\$75. pair
SPECIAL oil pump.....	\$35.
Front arm rests.....	\$25. pair
40 & 60 rear vent windows, need plating.....	\$50. pair
Rear view mirrors.....	\$15.
SPECIAL rear motor mounts.....	\$15.
CENTURY rear motor mounts.....	\$35.
40 & 60 4 dr. sedan doors.....	\$50. each
Front vent window frames & mechanisms.....	\$35. each
BIG SERIES fuel pump cores.....	\$50.
New speedometer cables.....	\$20.
SPECIAL timing chain, new.....	\$35.

Dave Tacheny (#997)

11949 Oregon Ave. N., Champlin, MN 55316

(612) 427-3460

Parts WANTED

WANTED:

FOR 1938 CENTURY

- 1938 Century sidemount bracket for the right side. It is the box like bracket that mounts to the frame with 4 bolts. Will buy all related parts if necessary. I have the same bracket for the right side for a SPECIAL that I would exchange for the above.

Doug Nelson (#51)
761 Hylo Rd. SE
Salem, OR 97306
(503) 399-0647

WANTED:

FOR 1938 ROADMASTER SEDAN

- Good original dash light cover
- Rust free undamaged left and right rear fenders.
- Front left and right sidemount fenders
- Good rear arm rest and ash tray

John Baine (#11090)
RR 2
Bradford, Ontario
Canada L3Z 2A5
(905) 775-2622

WANTED: FOR 1938

- A repro or NOS '38 Buick nose badge that sits between the two grille halves.
- Need butter-fly and grooved rod from top of a Stromberg AAV-2 carburetor.

For either of these items,
contact:

Tom Francis (#1144)
6415 E. Decorah Ave.
Oshkosh, WI 54901
(414) 688-2339

TRADE WANTED: FOR 1937

- Correct convertible coupe rear window for a '38 or '39 Buick.
- Will trade for correct 1937 convertible coupe split rear window frame.

Literature FOR SALE

Approximately 60 Buick Bugle Magazines from 1989 to 1994

\$25.00

plus shipping

Daniel Murtz (#835)
3400 Ralmark Lane
Glenview, IL 60025
(708) 657-8038



1937-1938

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COMPLETE RESTORATION INCLUDES:

- Replace the mechanical vibrator with an identical solid state vibrator.
- Replace all of the old wax paper by pass and coupling capacitors with high reliable epoxy film capacitors.
- Check and replace any of the out-of-tolerance carbon resistors.
- Replace all of the electrolytic filter and cathode capacitors as required.
- Replace any of the old deteriorated rubber insulated wiring.
- Replace any of the dial light bulbs.
- Replace all of the high voltage buffer capacitors in the vibrator power supply.
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- Clean and cosmetically restore the dial pointer.
- Align all of the RF and IF circuits for highest sensitivity
- All replacement parts guaranteed for one full year.

COST INFORMATION:

Complete rebuilding cost is \$225.00

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TAKE AN ADDITIONAL 10% OFF THE COST IF SENT BEFORE JUNE 1998**

SHIPPING INFORMATION: Cost does not include shipping. Recommend shipping by UPS. Please pack radio in a box inside of a larger box and include your name, street address, phone number, and include any special instructions or information.

Send to Club member: **Peter DiPasquale** (#352)

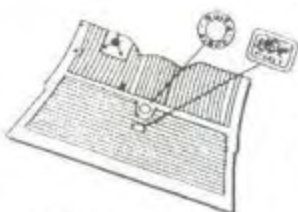
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1937-38 All Models
Black or Brown
FF-378.....\$195.



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Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.



DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$2.25 ft

TRUNK SEAL-SEDANS. 1/2" Wide;
Ser. 80-90.....TW-371.....\$35.50
Sedans. 3/4" Wide:
Ser. 40-60.....TW-371S.....\$37.50



TRUNK SEAL For COUPES. 5/8" x 1"
Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50



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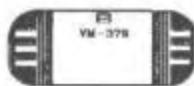
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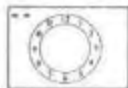
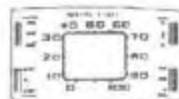
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1 FERRULE & 1 GROMMET Per Set.
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\$20. Refundable if Returned Within
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SEAL.....DH-381.....\$8.95



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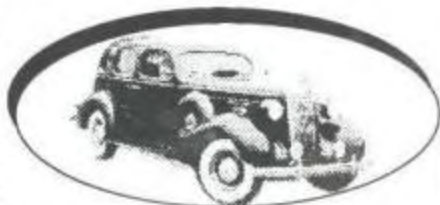


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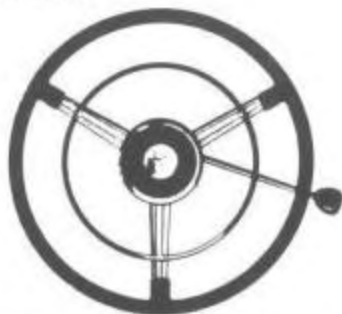


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1927
TO
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